

Serial No.: 10/065,619  
Confirmation No.: 4211  
Applicant: PERSSON et al.  
Atty. Ref.: 00173.0018.PCUS00

AMENDMENTS TO THE CLAIMS:

Please cancel claims 1 through 10 leaving the claims status as follows:

1. - 10. (Cancelled)

11. (Previously Presented) An arrangement for determining a maximum allowable velocity ( $V_{max}$ ) of a vehicle descending downhill, the arrangement comprising:

a vehicle comprising a wheel brake system and a retarder constituting an additional braking function on the vehicle;

a detector that detects when the vehicle is descending downhill; and

a computing means for determining a current braking capability of the retarder and a maximum allowable descending velocity ( $V_{max}$ ) of the vehicle that must be maintained in order to enable the retarder to control the descending vehicle, to the exclusion of the wheel brake system, during the detected downhill descent.

12. (Previously Presented) The arrangement as recited in claim 11, wherein the computing means is connected to an indicator device having a capability to indicate a computed value of the maximum allowable velocity to a driver of the vehicle.

13. (Previously Presented) The arrangement as recited in claim 11, wherein the computing means initiates automatic activation of the retarder when the maximum allowable descending velocity ( $V_{max}$ ) is detected.

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14. (Previously Presented) The arrangement as recited in claim 11, wherein the computing means further senses and considers a detected load weight of the vehicle in the ascertainment of the maximum allowable descending velocity ( $V_{max}$ ) of the vehicle.

15. (Previously Presented) A method for determining a maximum allowable velocity ( $V_{max}$ ) of a vehicle descending downhill, the method comprising:

providing a vehicle comprising a wheel brake system and a retarder constituting an additional braking function on the vehicle;

detecting when the vehicle is descending downhill; and

determining a current braking capability of the retarder and a maximum allowable descending velocity ( $V_{max}$ ) of the vehicle that must be maintained in order to enable the retarder to control the descending vehicle, to the exclusion of the wheel brake system, during the detected downhill descent.

16. (Previously Presented) The method as recited in claim 15, wherein the computing means is connected to an indicator device having a capability to indicate a computed value ( $v_{max}$ ) indicative of a maximum allowable velocity to the driver of the vehicle.

17. (Previously Presented) The method as recited in claim 15, wherein the computing means automatically activates the retarder when a maximum allowable long-term velocity ( $v_{max}$ ) is detected.

18. (Previously Presented) The method as recited in claim 15, wherein the computing means further senses and considers a detected load weight of the vehicle in the ascertainment of the maximum allowable long-term velocity ( $V_{max}$ ) of the vehicle.